

## CROSS-SEA FLYERS TO SEE WILSON IN PARIS TO-MORROW

Towers, Read and Bellinger  
Due Back in London for Of-  
ficial Reception Wednesday.

LONDON, June 2.—The crews of the three American naval seaplanes, who are being entertained in London, were guests at a luncheon given by the American Naval Headquarters Staff to-day. This function completed the entertainment programme for the present.

Commander J. H. Towers, the leader of the Atlantic flight enterprise, Lieut. Commander A. C. Read, who brought the NC-4 across from America, Lieut. Commander P. N. L. Bellinger, commander of the NC-1, and Lieut. D. H. McCullough, pilot of the NC-3, will leave for Paris to-morrow, in response to a summons from President Wilson. They will return on Wednesday night, when the official British reception to the naval aviators will be held.

The London newspapers this morning gave much greater prominence than heretofore to America's conquest of the Atlantic, printing long accounts of the NC-4's arrival at Plymouth, the reception of her crew in London as well as pictures of the machine and the men who brought her across the Atlantic.

While editorial comment is not universal, what appears is entirely appreciative. The Post declares itself delighted that Read succeeded in his great enterprise and refers to the "admirably organized arrangements."

"America was quite right; there is no use in taking the unnecessary risks," the editorial says.

"To the Americans is due the credit of seizing the fact that the Azores was the proper route and the seaplane the proper type of machine," the Chronicle says. "Granted that the task was more feasible than that attempted by Hawker, nevertheless the distances were immense and the task of mere endurance was severe."

The Mail says: "The feat marks an epoch in the history of airmanship and humanity. We should rejoice if the honor had fallen to British aviators, but we congratulate the victors and the American Navy and people for their courage and skill of organization."

Lieut. Commander Read and Harry G. Hawker, who came to congratulate Read, were seized by a frenzied, cheering mob of American doughboys and sailors and hoisted on the shoulders of the crowd on the Yankee NC-4 commander's arrival here.

Later, Read was placed in an automobile which soldiers and sailors pulled to the Aero Club, where a reception was held.

The NC-4, with a guard on board, awaits orders at Plymouth for dismantling.

Lieut. Commander Read said:

"We have now finished our programme but I believe that the NC-4 with a little oiling up and a slight overhauling could make the journey back across the Atlantic."

Congress Urged to Order Big Cross-Ocean Planes.

ATLANTIC CITY, N. J., June 2.—A resolution urging Congress to grant the Army and Navy and the Post Office Department the funds necessary to contract on a large scale to produce giant

new types of airplanes with 15,000 square feet of wing surface and capable of crossing the Atlantic without stopping was adopted by the Aeronautical Congress at its closing session.

Read Admires Hawker's Nerve

More Than His Judgment.

LONDON, May 28 (delayed).—"Is it true that Hawker and Greave are safe?" This was Lieut. Commander Read's first question on debarking from the NC-4 at Lisbon. When he had been reassured he said:

"Since I first heard the news of their flight on my arrival at the Azores I have been divided between admiring the courage and sporting spirit they showed and blaming them for risking their lives on so toothy an adventure."

For no one knew better than they that if compelled to come down for any one of a thousand reasons they could not, even under the most favorable sea conditions, save their plane, and as for themselves it was a long shot.

Nearly all of the Emperor's castles and palaces are now being used for public purposes, those in Berlin being occupied by public officials as residences and for officers, while Potsdam Palace has become a hospital.

It has been suggested that the ex-Emperor's palace in Berlin shall become a museum for the Ministry of Arts and Sciences, in which will be gathered the art objects now in all the royal palaces.

TEXTILE WORKERS RETURN.

Twenty-six Thousand in Eastern Connecticut Get Wage Increase.

(Special to The Evening World.)

ONERO, Conn., June 2.—A 30,000 employees in the textile plants of Eastern Connecticut returned to work this morning on a fifteen per cent increase in wages. Nine thousand, not already on a forty-hour schedule, went on at that time also. The increase adds \$73,000 weekly to the mill workers' wages.

WOONSOCKET, R. I., June 2.—Sixty thousand mill workers returned to work to-day on a wage increase that adds \$200,000 weekly to their wages.

French University Chair for U. S. Doctor.

Dr. S. W. Dodd, who prior to the war was a practicing physician in Montclair, N. J., was honored by the Government in being chosen among American professors for the chair of physiological chemistry in the University at Besancon, France, which the Government took over some time ago for the benefit of soldiers who wanted to continue their college work while awaiting transportation home.

## LOCKLEAR TELLS HOW HE'LL SUCCEED IN OCEAN FLIGHT

Whether Secretary Daniels lends

the co-operation of the Navy to Lieut. Ormer Locklear or not, the young aviator who moves from one aeroplane to another 1,000 feet in the air, is going to try a non-stop trans-atlantic flight from Newfoundland for the Daily Mail prize and if he wins the prize he is going to give the money to the Red Cross.

He said to The Evening World to-day:

"I wired Secretary Daniels asking him to detail a navigator from the

naval air service to accompany me on the trip and am awaiting his reply. I did this because I want to make my flight, if possible, under the auspices of the Navy. But if the Secretary cannot see his way clear to aid me in that respect I shall make the hop on my own."

"I have already received the offer of services of several navigators who were recently discharged from the naval air service. And I have been assured this morning that there will be no difficulty about getting a plane—

in fact a special plane, capable of making 130 miles an hour, has been offered me, and I expect to start within a month or at such a time around that limit when weather conditions are most favorable with respect to plenty of daylight and moonlight."

"I don't think Hawker is quite right in his diagnosis of the trouble which caused him to descend in mid-ocean. I don't think his feed pipe was clogged. My opinion is that he forgot that fully half his water would

be gone after he had been in the air fifteen hours and that his water supply got so low it began to boil away and he was soon practically out of water."

"To my mind there are just four factors which should combine in a successful non-stop flight over the route selected by Hawker. They are the ability of the aviator to do it, the ability of the motor to run twenty-four hours, plenty of water and plenty of gasoline and oil."

"Now, I know I am fit to make the attempt. Motors have run twenty-four hours at a time in perfect block tests and there is no reason why a motor will not run twenty-four hours in the air. I would carry plenty of gas and an extra supply of water to be transferred by a hand pump. I figure the trip from Newfoundland to Ireland—and perhaps to England—can be made, with anything like a fair break as to weather, in nineteen hours."

"The Curtiss people have offered me a plane. I don't want a penny of the prize money and will pay my own expenses. As soon as I hear from Secretary Daniels I shall proceed actively with my plane."

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keeps the taste in  
and the dampness out



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become too moist or  
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They Satisfy.

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## The Annual Sale of WOMEN'S COTTON FROCKS AND SEPARATE SKIRTS

will take place to-morrow (TUESDAY), in the  
Madison Avenue section of the Third Floor

The variety is remarkable and the prices exceptionally low

Forenoon Frocks  
\$7.75, 9.75, 10.50, 12.75

Apres-midi Frocks  
\$13.50 & 15.00

Semi-sports Frocks  
\$16.50

Dressy Frocks  
\$18.00 & 20.00

Separate Cotton Skirts, \$3.25, 4.90 & 5.50

Safe Storage for Furs, Rugs and Draperies

## Gimbel Brothers

32nd ST. - BROADWAY - 33rd ST.

Gimbels Call Attention to This Very  
Extraordinary Sale

at \$24.50--Just 100

## Women's Normally High-Cost Wrap-coats and Capes

Mainly One of a Kind; a Very Fine Grade of Men's Wear Serge;  
Several Combined With Tricolette.



Each is an uncommon style—that strikes a different note from the many of a kind that have been seen earlier in the season.

One model has sleeves of Japanese trend.

A model stirred from a very deep yoke has the newest "tucked-in-boot" silhouette.

A model with well-defined waistline has a four-fold border.

There is the tiered ruffle cape.

A model of black poplin (there is just one of this material) is reversible; the reverse side is black tricolette.

Colors are navy and black.

Linings are changeable, plain and patterned silks.

Just one hundred women will make extraordinary "finds" on Tuesday.

GIMBELS WOMEN'S COAT SALON—Third Floor



## Vacation Sale of Nemo CORSETS

Brings  
Corset Comfort and  
Economy in Model No. 299

at \$3

A model for the average and medium full figure—it is made in the careful service-giving manner that has made Nemo Corsets the favorite of millions.

Model No. 299 is fashioned of white coutil, with long hip and medium low bust; lightly yet firmly boned with the supple Nemo boning which follows every movement but does not break.

It has the graduated front steel—  
It has the Lastikops back webbing—

It is a remarkable corset for comfort and economy at this price. The clever woman will take several of them with her for her Summer.

### The Justpul Brassiere

is a completing service to the Nemo Corset.

It fits as you fasten.

Women who have been obliged to make their own brassieres for their individual needs—finding it impossible to be otherwise suited—are welcoming the Justpul Brassiere as a boon.

\$1 to \$2

The Gimbel Pink Corset Shop—  
Second Floor

The New York World's Foreign News  
Service leads in accuracy and timeliness.  
Read The World every morning and keep  
well posted on current events.

## Chiropractic for Health

The underlying theory of the science of Chiropractic is that the cause of practically all physical disorders is to be found in pressure against nerves by displaced bones of the spine. The spinal column, a most important organ, performs various functions, among them being that of a container of the spinal cord and a veritable "switchboard" by which all the nerves of the body are routed from brain to body in a manner to reach every cell in the organism with a connecting nerve fiber.

When the joints of the spine become displaced, as they frequently do from the incidents of daily life, which exert undue strain on the muscles and ligaments that bind them, it will cause them to compress or stretch the closely confined nerve trunks, and that will interfere with the transmission of the normal amount of health energy from the brain through the pinched or tense nerves.

Due to the absence of the proper quantity and degree of nerve energy, the part affected receives too much or too little mental impulse, and accordingly enters a condition of irregular functioning and gives rise to disease which makes itself known by an expression of various symptoms.

Before consulting a Chiropractor always make inquiry to the Chiropractic Bureau of Public Information.

Address all inquiries to C. B., Box 50,  
The Evening World, New York City  
Chiropractors of New York & New Jersey  
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